



Ladies' Overgaiters!

A Full and Complete Line Just Received.

The Very Latest Shades.
Call and See Them.

J. P. WOOLMAN & CO.,
Leading Fine Shoe Dealers.
(NEXT TO FIRST NATIONAL BANK.)

T. C. POWER & CO.,
JOBBERS AND DEALERS IN
Agricultural Implements,
—AND—
MINING MACHINERY!

Just received, a complete new stock of

DEERE PLOWS AND HARROWS,
Superior Drills and Broadcast Seeders,
STROWBRIDGE BROADCAST SOWERS,
Schuttler Quartz Wagon Gear and Farm Wagons,
THE RUSHFORD
TUBULAR AXLE AND STEEL SKEIN WAGONS, ALL SIZES.

Our line of Fine Buggies, Carriages, Phaetons, etc., is the largest and most select ever brought to this country. Sole agents for Columbus Buggy Co. vehicles. A large stock of Glidden's Celebrated Steel Wire, painted and galvanized. Fine hand made and heavy work harness a specialty. Headquarters for Fresh Grass Seed and Seed Pans. Agents for Revere Rubber Co. Belting, Hose and Packing. Erie Tubular Stationary and Portable Boilers and Engines, Griffith & Wedge Steam Hoists, Washburn & Moen Crucible Steel Wire Rope, all Sizes. Common Sense Whims, Ore Buckets, Ore Cars, Ore Trolleys, Water Buckets, etc. Send for Circulars and Price List. Steamboat Block, corner of Main street and Helena avenue.

S. C. ASHBY.

C. A. BROADWATER

S. C. Ashby & Co.

ARE RECEIVING

A LARGE SUPPLY

—OF—

Agricultural Implements.

Calkins & Featherly,
NEXT DOOR TO POSTOFFICE.

Stationery, Legal Blanks Aiken & Lambert Gold Pens, Blank Books and Memorandums, Picture Frames and Mouldings, Baby Carriages and a General Assortment of Notions.

Wooldridge House
PENN BLOCK,
205 South Main Street, Opposite International Hotel.

Everything New and Complete. Prices reasonable. Rooms by the day, week or month. Steam heat, gas and elevator. Call and see us. The only fire proof building in the city.

ATTENTION!

We Carry a Full Line of

Gray Bros. Shoes.
They excel any shoe in the market for STYLE and DURABILITY. Also the largest line of Gentle Shoes in the city, including HANAN & SON and LILLY, BRACKETT & CO. makes.

RALEIGH & CLARKE, No. 25 Upper Main St.
SUCCESSORS TO F. E. GAGE & CO.

NO NEWS YET.

The Fate of the Passengers of the Abandoned Danmark Still Enshrouded in Mystery.

Her Companion Ship Arrives at New York, but Brings no News of Vessel or Crew.

Anxious Inquiries Pouring In On the Agents of the Line from All Sections of the Country.

NEW YORK, April 13.—The steamer Allen from Bremen arrived at her dock this morning. It was thought she might bring news of the passengers and crew of the abandoned steamer Danmark, but such was not the case. The first captain heard of the disaster was from the reporters who thronged the dock. The Allen sighted no wreckage or encountered any signs of a disaster. The mails from the steamer Britannic, which arrived last night were distributed this morning. Among the letters was one for Funk, Edey & Co., containing a list of the passengers on board the abandoned steamer Danmark. No news concerning their fate has yet been received. Telegrams are arriving every hour at the office of the agents asking for information concerning friends who were supposed to be on the steamship.

Anxious people who had friends on board the ill-fated steamer linger around the office of the company hoping for news. The passenger list, received this morning, has been made public. It is made up almost exclusively of Scandinavian immigrants, the destination of only a few of them being known. They are mostly from points in Illinois, Iowa, Minnesota and Nebraska. The only one known to be ticketed through to the Pacific coast is Nils Jonson, for San Francisco. He embarked at Copenhagen. The steamer Island, which belongs to the same line as the Danmark, which has been reported abandoned, has arrived here, but brings no news of the latter vessel. On board her were many stowaway passengers who intended to sail on the Danmark, but through delay that proved fortunate for them, they had to wait for the steamer Island, by which they came.

Acknowledged Their Guilt.

DEER LODGE, April 13.—[Special to the Independent.]—Two young, healthy and intelligent men, by the names of John Jones and Henry Phelps, pleaded guilty this morning to burglarizing the house of Charles Dudley, near Anaconda, Dec. 2 last, and after a lecture given to them by Judge DeWolfe, were each sentenced to one year in the territorial prison.

The case of the territory against Theo. Milroy for murder was continued until the next term.

The grand jury in their final report criticised the sheriff for giving the prisoners in jail scant, poor and unwholesome food, but as the report was based upon the testimony of four unruly prisoners who had felt the effects of discipline, it is wholly unreliable and does the sheriff injustice.

Mining Deal at Nihart.

GREAT FALLS, April 13.—[Special to the Independent.]—One of the most important mining deals that has taken place at Nihart for some time took place to-day. A few months ago F. L. Sweet, Francis S. Eaton and W. J. Clark bonded the Monarch mine, at Nihart, for \$15,000, and yesterday at noon they were to meet the owners at White Sulphur Springs and pay the cash. In accordance with the bond Mr. Eaton met the owners at the Springs and paid over the stipulated sum. Wm. Muller, the Nihart merchant, Larey Nihart, Duncan McDonald and Duncan McChowan, well-known miners, were the owners. The miners of the camp generally consider this a fine property, and expect that its sale will hasten the expected boom.

Republican Nominees.

MISSOULA, April 12.—[Special to the Independent.]—The Republicans to-day held their convention to nominate two candidates for delegates to the constitutional convention. The conference resulted in the nomination of Judge Chas. Marshall, father of Hon. Thomas C. Marshall, of this place, and G. A. Bennett, of council contest fame.

Death of Judge Usher.

PHILADELPHIA, April 13.—Hon. John P. Usher, secretary of the interior under Lincoln, died at a hospital this morning. Usher came here from Florida, where he had a winter residence, two weeks ago, to undergo an operation for tumor of the throat. Prof. Agnew removed the growth but the patient died this morning.

Boulauger Using Morphine Again.
PARIS, April 13.—The Press (radical) says Boulauger is in bad health, and that it is necessary for him to again resort to the use of morphine. Friends of the general, the paper says, are anxious concerning his condition.

In Favor of Puget Sound.

WASHINGTON, April 13.—It is understood the naval board selected by Secretary Whitney to locate another navy yard on the Pacific coast have decided to report in favor of Puget sound, opposite Seattle, W. T.

Pauncetote Coming.

LONDON, April 13.—Sir Julian Pauncetote, the new minister to the United States, left London this morning for Liverpool. He will embark this afternoon for New York.

The Strike at Minneapolis.

MINNEAPOLIS, April 13.—The street railway management has decided not to try to run cars before Monday. Everything is quiet.

TOOK THE TOWN.

A Gang of Colorado Bad Men Bent on Mischief.

LAMAR, Col., April 13.—Boston, a town eighty-five miles south of here and the same distance from the railroad is in possession of a gang of outlaws, headed by Bill Thompson, an old pal of Billy the Kid. They have taken possession of the stores, saloons and postoffice, damaged the contents and threaten the lives of the citizens if they attempt to interfere. The town has been fired in several places and the people have fled to the surrounding towns for safety. It is feared the town will be burned any night. Couriers have been sent to Trinidad and Las Animas for aid. The southern stage which arrived this evening from Boston brings a report that Bill Thompson and his gang left there last evening. They had occupied the town since Monday night and completely disarmed the inhabitants. Guns and pistols of every sort were taken possession of and a large amount of cartridges were thrown into a well. Only one building was set on fire and the robbers were induced to extinguish it before much damage was done. The object of the raid was the capture of Dr. Brown and Editor Daniels, but in this they were not successful, as these gentlemen were not to be found. The robbers took during their stay such articles as they needed from the store, but no general pillage took place. They left last evening, but promised to return for Brown and Daniels. Bill Thompson has an old grudge against the parties named and swears he will kill them on sight. Bill Thompson is the leader of a gang of cut-throats who make their headquarters in the neutral strip.

Shipping Germans Home.

SYDNEY, N. S. W., April 13.—The German war ship Olga, stranded during the recent hurricane at Samoa, has arrived here for repairs. She brought from Apia the commander, two officers and thirty of the crew of the Adler, wrecked in the same hurricane. The steamer Rockton will proceed from here to Samoa where she will take on board the crew of the wrecked American ship and convey them to San Francisco. The steamer Lubuck, from Apia, has arrived and reports the Nipic is so badly injured it is doubtful whether she will be able to return to the United States. A large number of bodies of officers and men of the various ships drowned during the storm have been recovered and buried. The officers of the wrecked German war ship Eber, are also on board the Lubuck. They will proceed to Germany on the steamer Hapsburg, which sails April 24. One hundred men belonging to the German fleet, including three officers, remain at Apia to guard foreign interests. The Olga reports the Nipic lost her rudder and propeller; that the Trenton is full of water. The Adler lies in the position in which the storm left her. The hull of the Olga is sound, with the exception of a hole in the stern. Two plates were riveted over this hole and the ship made no water during the voyage here.

Suicide of a Merchant.

ST. LOUIS, April 13.—The janitor of the St. Louis Grain Elevator company's office when he reached the office this morning discovered the body of President John Jackson hanging by the neck, dead. It was evidently a case of suicide. Jackson is one of the best known business men in the city, with very large interests. He is said to be heavily interested in May wheat, and it was reported on change his grain transactions probably had something to do with his destruction.

Atchinnoff's Statement.

ST. PETERSBURG, April 13.—The Official Messenger publishes statements made by Atchinnoff, the leader of the late Cossack expedition to Abyssinia, in which he declares the commander of the French warship at Sangallo gave no warning that he intended to bombard that place. He also declares the French forces robbed him of 45,000 roubles.

A Check to the Boomers.

WICHITA, Kan., April 13.—The Oklahoma boomers are confronted by a new danger. The only way of getting into Oklahoma is by fording the Cimarron river. This is rising rapidly and sweeping everything before it. Several persons are reported to have been drowned already. The only place where it can be forded is near Guthrie.

The Burial of a Duchess.

LONDON, April 13.—Prior to the removal of the remains of the Duchess of Cambridge from St. James' palace to New Cemetery to-day services were held in St. James chapel, attended by relatives. The hearse was escorted to the cemetery by a detachment of guards.

Departure of the Samoan Commission.

NEW YORK, April 13.—Among the three hundred saloon passengers on the Umbria for Liverpool to-day were members of the Samoan commission, John A. Kasson, Wm. Walter Phelps and Geo. H. Bates; also Abraham S. Hewitt and family.

Women Cannot be Members.

LONDON, April 13.—The judges of the court of the queen's bench has decided that women are not eligible to membership in the London county council. The election of Lady Sandhurst is, therefore, declared void. The council will appeal.

Bread and Water Diet.

DUBLIN, April 13.—David Sheehy, member of parliament, undergoing imprisonment for offences under the crimes act, has been confined in a cell and placed on a bread and water diet for refusing to perform menial work about the prison.

Return of Wrecked Seamen.

SAN FRANCISCO, April 13.—The steamer Alameda arrived this morning from Australia. She touched at the Samoan islands and has on board a number of officers and sailors from the men-of-war wrecked in Apia harbor.

The New Crow Agent.

WASHINGTON, April 13.—The president has appointed Moses P. Wyman, of Custer county, Mont., agent for the Indians at the Crow agency.

THE GREAT STORM.

Vivid Account of the Hurricane At Apia by Which Many Lives Were Lost.

For Two Days the Storm Raged, The Rain Falling in Resistless Torrents.

Great Ships Lifted out of the Water and Tossed About Like Corks.

Many Lives Saved Through the Bravery of Mataafa and His Followers.

Terrible Experience of the Men on the Vandalia in the Desperate Fight for Life.

The Lives on Board the Trenton Saved Only Through Lieut. Brown's Superior Seamanship.

SAN FRANCISCO, April 13.—The steamer Alameda, of the Oceanic line, Commander H. J. Morse, arrived here at 9 o'clock this morning, having sailed from Sydney March 20. They had one of the roughest trips in her experience, encountering gales and heavy seas until Honolulu was reached. She stopped at Tuluila, an island of the Samoan group, at 10 o'clock on the morning of March 24, where she found the American schooner Equator with the American mails and tidings from the American war ships wrecked at Apia. Commander Morse, upon learning of the disaster to the American ships at once sailed for Apia. On the way she met a mail cutter and received the German mails from Apia. She took on board thirty-six wounded seamen, also Lieut. Ripley and Surgeon Cordill, making forty-two from the wrecked vessels. The steamship reached Honolulu April 6, leaving there Lieut. Ripley and twenty-nine wounded seamen to come on the Honolulu steamer. The Alameda brought the following naval cadets from the man of war: Trenton R. Wells, W. T. Clarke, G. W. Logan and R. Jackson, and naval cadets H. A. Wiley, L. A. Stafford and L. J. Lejeune, of the Vandalia.

The Loss of the Ships.

APIA, Samoa, March 30, per steamer Alameda to San Francisco, April 13.—The little group of Samoan or Navigator islands, which a few months ago attracted the attention of the civilized world by the fierce civil combat between two factions, and the consequent possibility of serious complications between the United States and Germany, have been visited by a disaster more appalling than all the wars ever waged here. The United States and Germany have lost nearly 1,500 lives and \$3,000,000 worth of property. The most violent and destructive hurricane ever known in the South Pacific passed over the islands March 16 and 17 and as a result the fleet of six warships and ten other vessels were ground to atoms on the coral reef in the harbor or thrown on the beach in front of Apia. The United States frigate Benton, the flagship of the Pacific squadron, lies within a stones' throw of the American consulate, a total wreck. The great hull of the magnificent vessel which steamed into the harbor a few weeks ago rests on the bottom and is fast going to decay. The United States steamer Vandalia is buried out of sight between the Trenton and the shore. Her shattered foremast and smoke stack rises from the water to mark the spot where the gallant vessel struck and lay for twelve hours before the awful torrent of water swept four officers and thirty-nine men from her deck and rigging. The United States steamer Nipic lay for several days alongside the Vandalia, with her bow high on the beach and within five feet of the water's edge. The vessel, though badly damaged, was hauled off a few days after the storm, and is the only war ship afloat in the harbor. The three American men-of-war were swept ashore almost at the same spot. The force of the storm was never equalled in this part of the world before. The barometer had been falling steadily for several days previous, and the wind commenced to blow Friday, March 15 and continued until Sunday morning. The rain fell in torrents the whole time, and a great cloud of sand swept over the land. Hundreds of people stood on the beach and watched the awful spectacle in the harbor. The vessels all had a full head of steam and three or four anchors out, yards and topmasts were down, and every precaution was taken to insure the safety of the ships, but the winds constantly shifted from northeast to northwest and their force was so great that the vessels dragged their anchors, drifting from one side to another and coming into collision several times. Tremendous seas broke over them and torrents of water rushed down the hatchways and put out the fires. Persons on the shore were powerless to render aid. Hundreds stood on the shore in the blinding storm watching the great vessels pitch about and drift out to destruction. The sea broke upon the shore, rushing up above high water mark. Many persons were injured by floating wreckage and great clouds of sand filled the air and cut the skin like a knife. The natives acted nobly, wading far out into the surf where no white man could have lived and many a life was saved through their efforts. The storm raged furiously for nearly two days and when it finally abated the scene of destruction was a sight to behold. The vessels were unroofed and blown down and trees uprooted and thrown about in such a manner that the streets were in many places completely blocked.

THE STORM BEGINS.

Out of seventeen vessels which had been moored in the harbor, only two small schooners stayed afloat, and these were badly damaged. Most of the warships were anchored in the harbor and were necessarily very close together. Those nearest the shore were the Eber and Nipic. The Eber was directly in front of the American consulate, about one-fourth of a mile from shore, and the Nipic was about 200 yards east of the Eber. The Adler was just ahead of the Nipic and the Olga and Calliope were just ahead of the Eber. The Vandalia was beyond the Calliope, a mile of shore was the Trenton, the last of the warships to arrive here, and being much larger than any of the other ships in the bay, there was no room for her near the shore, so she was obliged to drop anchor beyond the Vandalia, just within the outer coral reef. The sailing craft were in the shallow water west of the men-of-war. The Trenton and Vandalia had the most dangerous berths in the harbor, while the position of the Nipic was considered the safest. The storm commenced on the afternoon of Friday, March 15, and by evening the wind had increased to a gale and nearly all the war ships had their engines working to relieve the strain upon the anchors. The crews of most of the sailing vessels threw out extra anchors and went ashore. The wind commenced to fall at midnight and rain increased in fury. Great waves were rolling from the open ocean and the pitching of the vessels was fearful. Every man was kept at work. By 3 o'clock in the morning the situation was alarming; nearly every vessel in the harbor was dragging and there was imminent danger of a collision. The shore people began to assemble on beach. Everybody had been aroused from sleep by the tremendous fury of the storm. The tide was coming in rapidly and the waves were washing over the streets a 100 feet above the usual high water mark. The rain fell like sleet, and men and women who were out tried to shelter themselves with pieces of board or other objects before their faces. Through the darkness of the night could be seen the lights of the men-of-war, and even above the rushing and roaring of the wind and waves the shouting of the officers and men on board came faintly across the water. It could be seen the vessels were dragging, and every moment it seemed as though two or more of the great war ships were about to come together, and the watchers on the shore waited in breathless anxiety to hear the crash of the collision. When daylight came it was seen the positions of the vessels were entirely changed. The furious wind had swept them from their former moorings and they were all bearing down in the direction of the reef. Black smoke was pouring from their funnels, showing desperate efforts to view the reef. The vessels were tossed about like corks, one moment standing on their beam ends and the next instant their sterns would rise out of the water and expose the rudder, and the rapidly revolving propellers. Then the huge prows would be lifted high in the air, only to plunge into the next wave and deluge the ships with a torrent of water. Several small sailing vessels had gone ashore in the western part of the bay. The Eber and Nipic were very close together and only a few yards off the reef. The little gunboat Eber was making a desperate struggle for life, but every moment was being drawn on the reef. Suddenly she shot forward as if making a last struggle. The current, however bore her off to the right and her prow struck the port quarter of the Nipic. The shock carried away several feet of the Nipic's rail and one boat.

THE LOSS OF THE EBER.

The Eber then fell back and fouled with the Olga, and this checked her progress. She seemed unable to make any further efforts to save herself, swung around broadside to the wind and drifted slowly toward the reef. In a moment more a great wave lifted the Eber high on its crest and carried her broadside on the reef. She came down with awful force and in an instant there was not a vestige of her to be seen. She struck fairly upon her bottom, rolled over towards the open sea and disappeared from view. Every timber must have been shattered and half of the poor wretches aboard of her crushed to death before they felt the waters closing above their heads. A cry of horror went up from the hundreds of people on the beach. Then with one accord they rushed to the water's edge at the nearest point where the Eber fouled. The natives swam into the surf far beyond the point where a white man could have lived and waited to save any creature who might arise from the water. At first it seemed as if every man on the steamer had gone to his death. But the breakers on the reef hid the hidden few struggling souls who had come to the surface. Presently a man was seen clinging to the piling under a small wharf. He was grasped by willing hands and drawn upon the shore. He proved to be Lieut. Getedke, of the Eber, and was the only officer of that vessel saved. Four of her sailors were seen struggling in the water about the same time, and were quickly rescued by the natives and all taken to the American consulate. Five officers and sixty-six men were lost.

The Adler was now close to the reef, about 200 yards west of the point where the Eber struck and broadside was approaching her doom likewise on. In half an hour she was lifted on top of the reef and turned completely over on her side. Fortunately she was thrown so far up that nearly the entire hull was out of the water and her decks facing the shore. The men were comparatively protected. They had but a few yards to swim to shore and the greater number were rescued. Of the 130 officers and men aboard twenty were drowned or killed. The Adler struck. Many officers and men were seriously injured.

REACHING OF THE NIPIC.

Just after the Adler struck the attention of every one was directed to the Nipic. She was standing off the reef with her head to the wind, but the three anchors which she had out were not holding. The steamer was beating back towards the point where the Eber went down. She had on all steam and had just succeeded in getting clear of the reef when the little schooner Lilly got in her track and was cut down. The Olga was bearing down on the Nipic at the time and the latter vessel was trying to avoid a collision with the German when the struck the Lilly. Of three men aboard the latter schooner only Capt. Douglas was saved. He managed to grasp one of the Olga's anchor chains and draw himself upon the steamer. The Nipic then got well away from the reef and the men were preparing to hoist the heavy eight-inch rifle on the forward deck overboard to assist her anchors when the Olga again came down on her. The German struck the Nipic amidships. Her bowsprit passed over the port side of the Nipic, and after carrying away the boat, came in contact with the smokestack. The smokestack was struck fairly in the centre and fell to the deck with a crash like thunder. Great confusion ensued. The crew, believing the steamer was going down, many men ran up the rigging for safety. The iron smokestack rolled from side to side, the men on the deck rushing around to keep clear of its track. Heavy blocks were finally placed under it, but by that time the Nipic had swung around and was again approaching the reef. Hav-

Continued on Eighth Page.